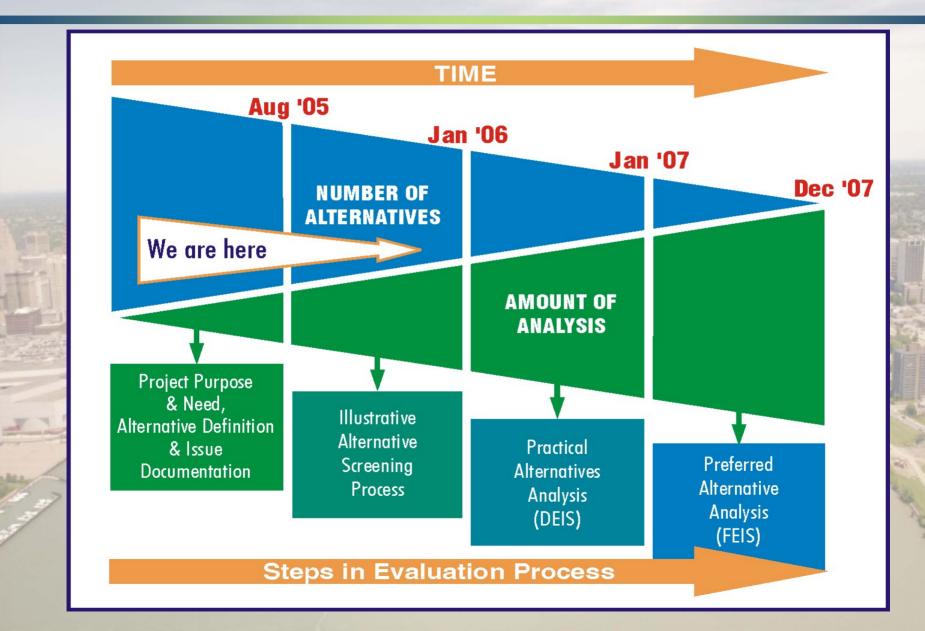
Draft Summary

The Detroit River International Crossing Study

Evaluation of Illustrative Alternatives on U.S. Side of the Border

Evaluation Process

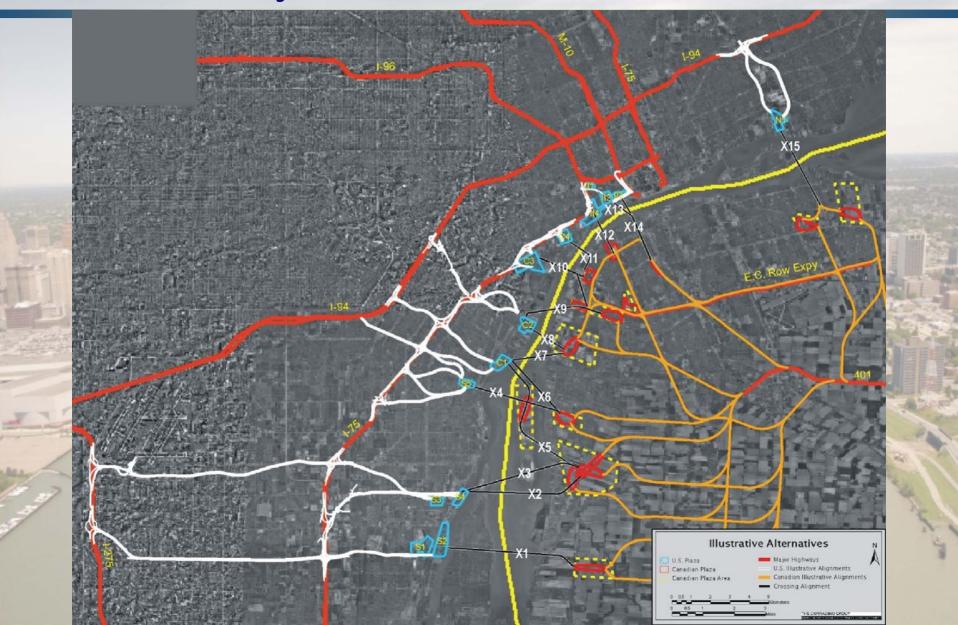


Components of New or Expanded

International Crossing



Preliminary End-to-End Illustrative Alternatives



Detroit River International Crossing Study Scoring Form – Evaluation Factors

How Important Are These Items?

We want to know how you value the seven evaluation factors listed below. To provide us your opinion, please rate them on the scale of "1" through "100", with the highest rating indicating the item you believe is <u>most important</u>. Draw a line from the dot (•) following each factor on the left, to the scale on the right, to indicate your opinion. It you choose, you can have all factors at the same point on the scale at the right. When finished, return your form to a project representative, or by email, or by fax at the addresses listed at the bottom of this form.

EXAMPLE Intra Intra Series Intr

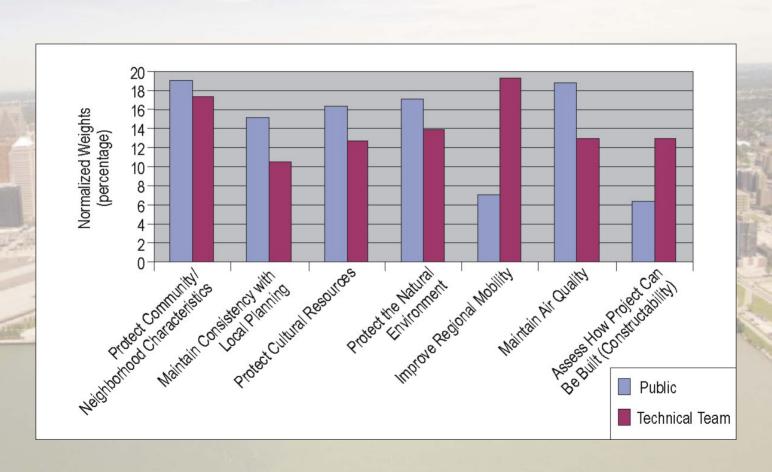
Your opinions will be used to evaluate the impacts of the Illustrative Alternatives of the Detroit River International Crossing Project. In that process the Detroit River International Crossing Partnership must also consider the project's Purpose and Need Statement (attached). Therefore, a proposed river crossing alternative's international and national importance from

economic and travel/transportation (including freight) perspectives may be overriding considerations throughout the evaluation. Thank you.

Rating Scale Factor Maintain Air Quality Protect Community/Neighborhood Characteristics Maintain Consistency with Local Planning Protect Cultural Resources Protect the Natural Environment Improve Regional Mobility Assess How Project Can Be Built Name of Person Completing Form: Please return the completed form by July 31, 2005.

www.partnershipborderstudy.com Hotline: 800.900.2649 Fax: 248.799.0146

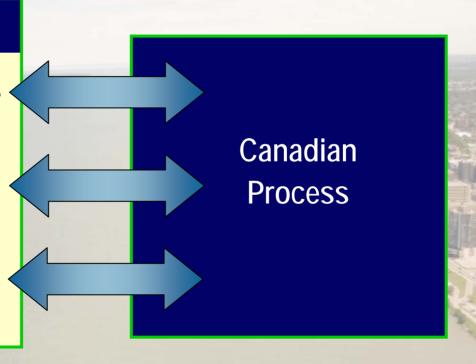
Evaluation Factor Weightings (Normalized to 100%) Citizens and MDOT Technical Team

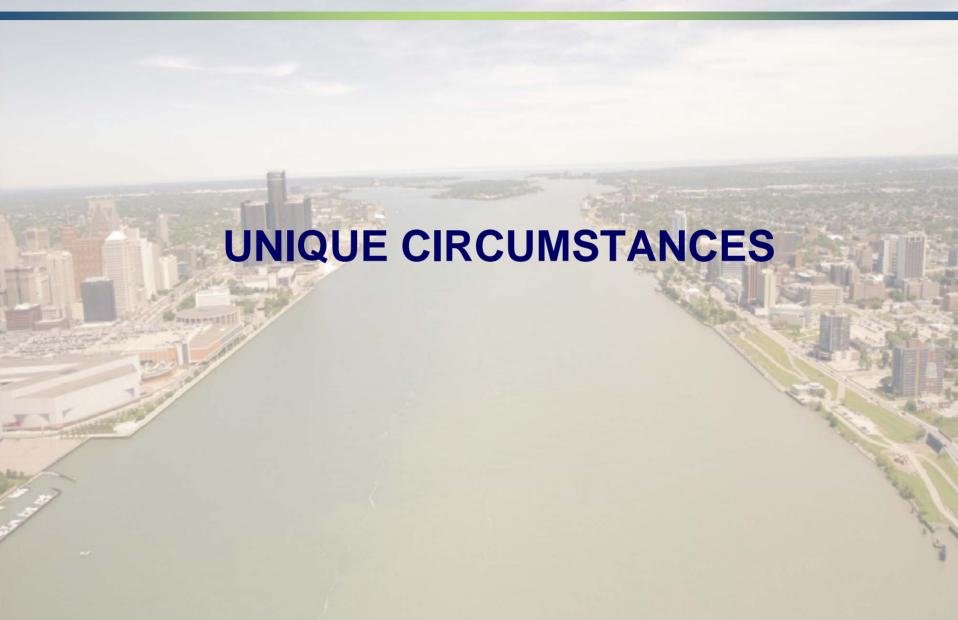


U. S. Evaluation Process

U.S. Process

- Unique Circumstances
- Consultant Scoring
 Without Weighs
- Weighted Scores
 Citizens' Weights
 MDOT Team Weights







Plaza II-1



Evaluation of DRTP Proposal

Regional Mobility Characteristics 2035 PM Peak Hour Traffic

Evaluation Factor	Performanc	e Measure Category	Description/Units	DRTP
			No Action	1,089,636
L.		VMT (int'l traffic only, PM	With New Crossing	1,088,426
		Peak Hour for 2035)	Difference from 2035 – No Action	-1,210
			Percent Difference	-0.11%
	Highway		No Action	22,113
Improve Regional Mobility	Network	VHT (int'l traffic only, PM	With New Crossing	21,864
Mobility	Effectiveness	Peak Hour for 2035)	Difference from 2035 – No Action	-249
			Percent Difference	-1.13%
		Diversion due to	Difference of Int'l VMT without Amb Bridge	-1,504
		disruption at Ambassador Bridge	Difference of Int'l VHT without Amb Bridge	9,073
Source: The Corradino Gro	up of Michigan, Inc.			

Detroit River International Crossing Study International Traffic Volume and

Maximum Volume-over-Capacity Ratios (V/C) for Key Regional Roadway Links 2035 PM Peak Hour Traffic

		No Ac	tion	DR ⁻	ГР
THE REAL PROPERTY.	2035 PM Peak Hour	Int'l Volume	Max V/C	Int'l Volume	Max V/C
P. Deals V. D. St.	New Crossing (DRTP)	N/A	N/A	601	0.78
MAN HA	Ambassador Bridge	3,694	1.12	3,311	1.10
	Detroit River Tunnel	1,914	1.12	1,825	1.02
	Source: The Corradino Group of Mic	chigan, Inc.			

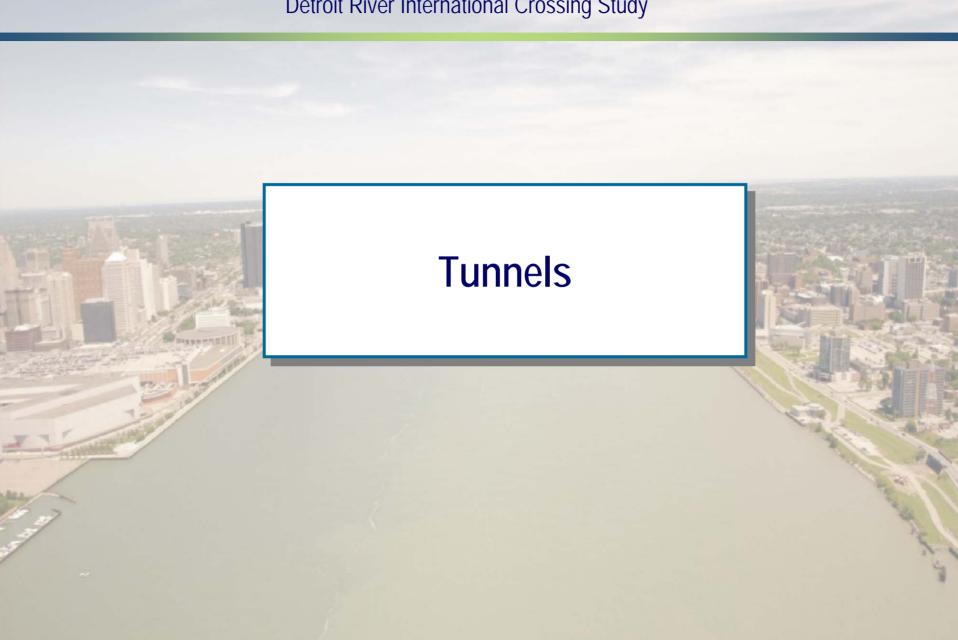
Analysis of DRTP with Downriver Crossing X-4 + Ambassador Bridge + Detroit-Windsor Tunnel + Blue Water Bridge

2035 PM Peak Hour Traffic

New Crossing		New Cro	ossings	Exist	ing Cros	sings	
and DR	RTP	X4	DDTD	AMD	DW	BW	Total
Alignmen	t A36*	S5	DRTP	AMB	Tunnel	Bridge	
US-Canada	Cars	550	0	1,600	1,237	449	3,836
US-Canada	Trucks	636	190	139	32	366	1,363
Canada-US	Cars	201	0	484	311	403	1,399
Canada-05	Trucks	253	56	151	2	337	799
Both Directions	Cars	751	0	2,084	1,548	852	5,235
Both Directions	Trucks	889	246	290	34	703	2,162
***************************************	Total	1,640	246	2,374	1,582	1,555	7,397

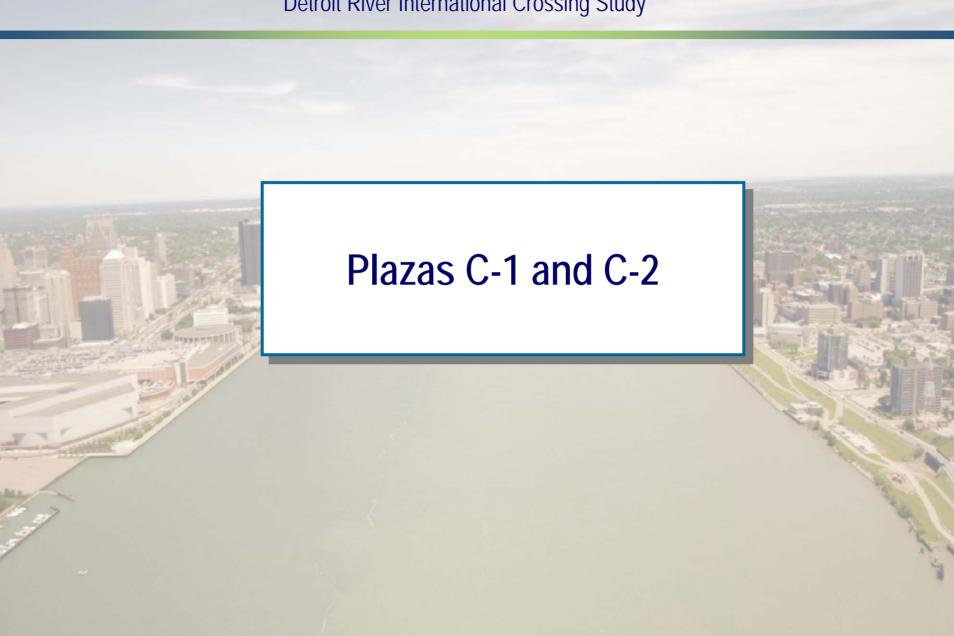
^{*}Alignment for X4/S4 via Dix North to I-75.

Source: The Corradino Group of Michigan, Inc.



Tunnel Practical Feasibility

Category	Downriver	Central	Belle Isle
Soft Ground Bored Tunnel	Not Practically Feasible Insufficient soil depth	Possibly Practically Feasible Soil depth varies from marginal to insufficient	Practically Feasible Marginal soil depth
Rock Tunnel	Not Practically Feasible Poor rock Deep tunnel/long approaches Poor history	Not Practically Feasible Poor Rock Even deeper tunnel/long approaches Poor history	Not Practically Feasible Poor rock Very deep tunnel/long approaches
Submerged Tunnel Source: Parsons Transportation	Not Practically Feasible Rock excavation required Environmental issues	Technically Practical – Engineering Not Practically Feasible – Environmental Issues	Technically Practical – Engineering Not Practically Feasible – Environmental Issues

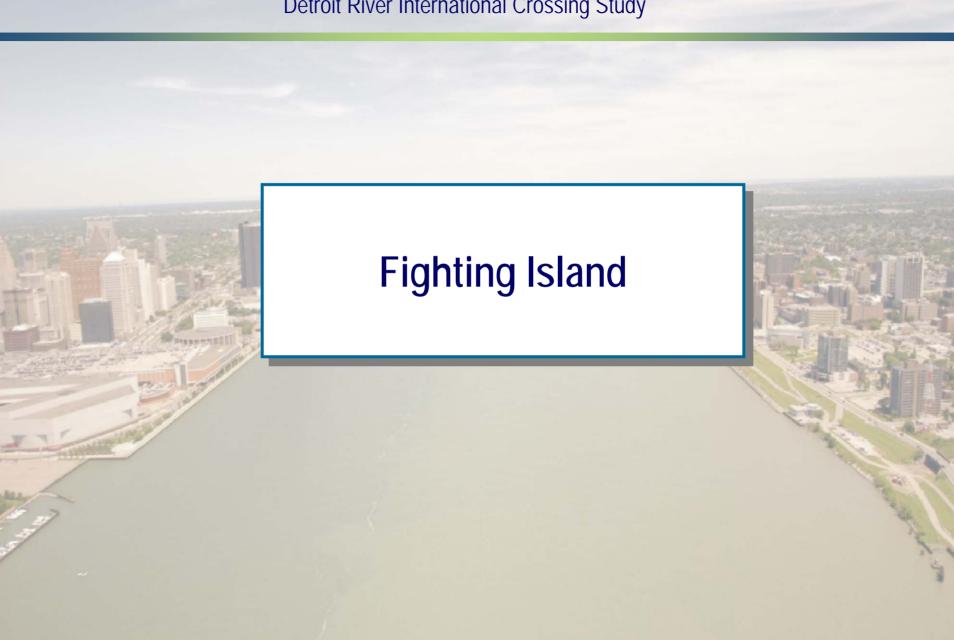


Example of Relocation Site for U.S. Steel Operations



Plaza C-2 – U.S. Steel North







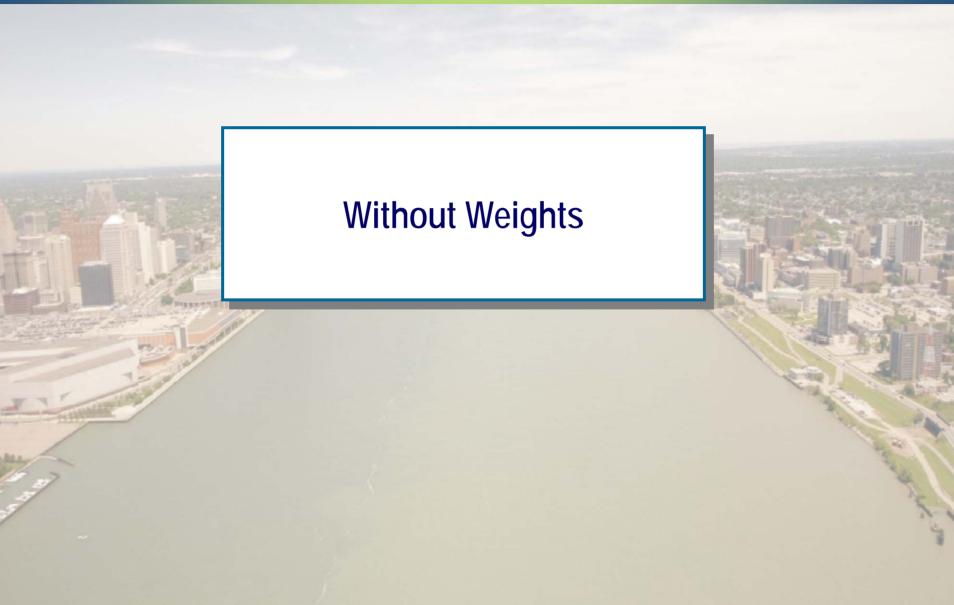
Fighting Island



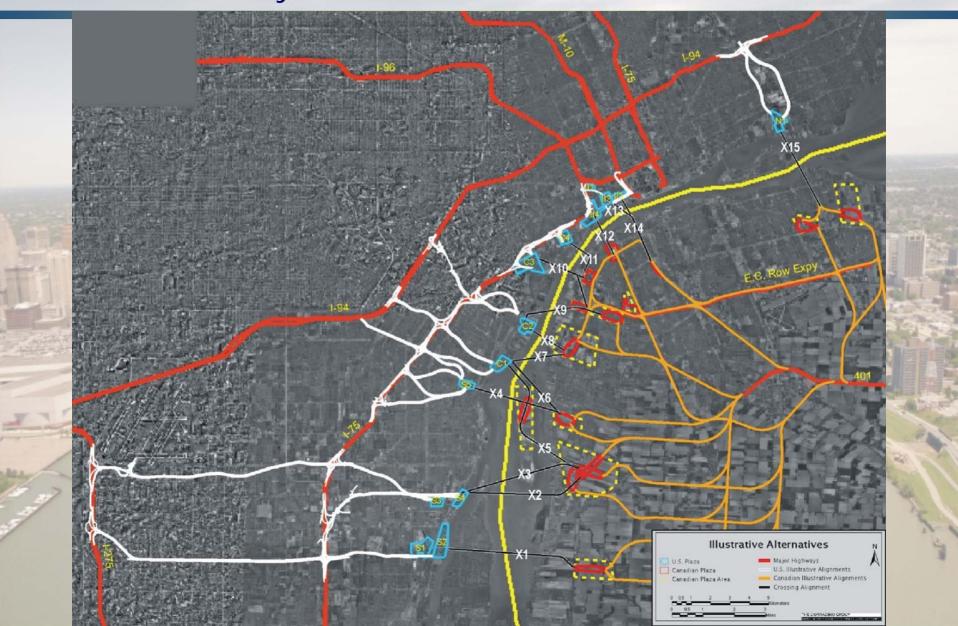
Illustrative Alternatives Evaluation Process

Data by Plaza, Crossing, Connecting Route (Table S-1 of Summary Report) **Evaluation by Consultants Un-weighted Scoring of Crossing Components** (Attachment A of Summary Report) Citizen & MDOT Technical Team Weightings (Table S-3 of Summary Report) Weighted Scoring of Composite Alternatives (Table S-10 of Summary Report) Cost of Crossing Components (Table S-11 of Summary Report) Cost Effectiveness of Composite Alternatives (Table S-12 of Summary Report) **Definition of Area of Continued Analysis** (Figure S-12 of Summary Report)

Detroit River International Crossing Study Preliminary Results



Preliminary End-to-End Illustrative Alternatives

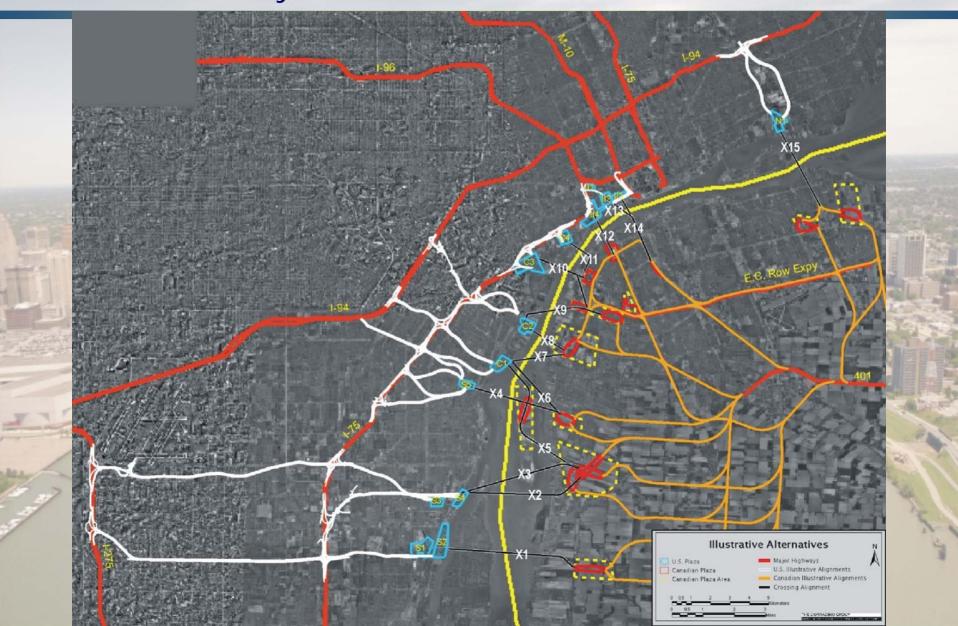


Ranking for 21 Downriver Area Crossing Systems

Preliminary Results Without Weights

							N	lumber I	Ranki	ng in To	p or l	Bottom				
	Downriver	Crossing Systems	Comi	m/Neigh.	100000	ocal inning	Cu	lt. Res.	Na	t. Env.	Reg	g. Mob.		Air uality	Const	ructability
COM MINIS	Area	in Area	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19
200		21	10	(11)	7	(14)	16	5	5	16	4	17	17	4	7	(14)

Preliminary End-to-End Illustrative Alternatives



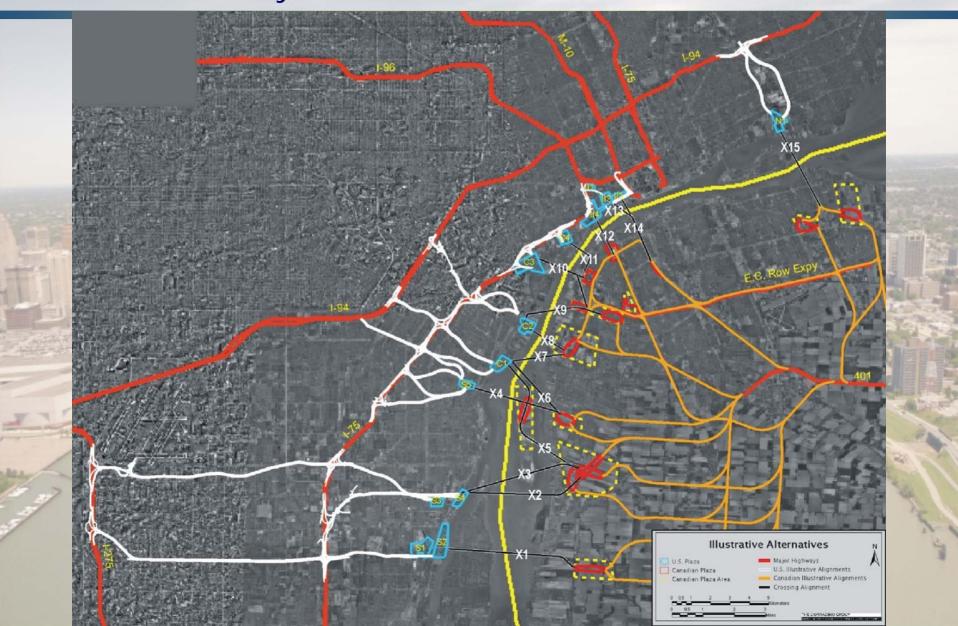
Ranking for Crossing Systems

Top = 18 Crossing Systems

Bottom = 19 Crossing Systems

							I	Number 1	Ranki	ing in To	or B	ottom				
	Central	Crossing Systems	Com	m/Neigh.		ocal anning	Cu	lt. Res.	Na	t. Env.	Reg	g. Mob.	Air	Quality	Cons	tructability
S. Williams	Area	in Area	Top 18	Bottom 19	Top	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top	Bottom 19	Top 18	Bottom 19	Top	Bottom 19
		11	(6)	5	9	2	0	11	8	3	11	0	0	11	(6)	5

Preliminary End-to-End Illustrative Alternatives

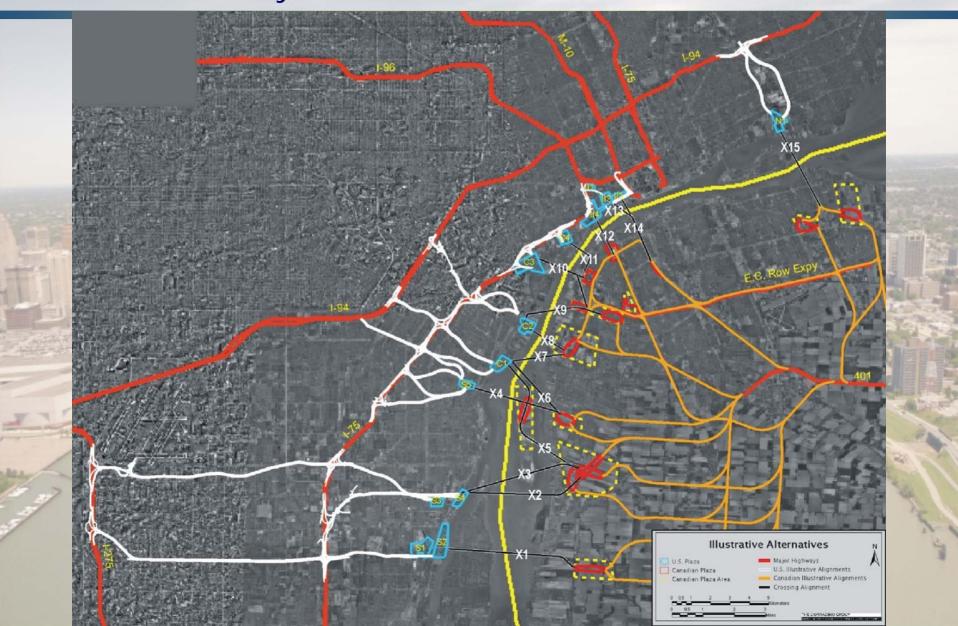


Ranking for 3 I-75/I-96 Area Crossing Systems

Preliminary Results Without Weights

								Number 1	Ranki	ng in Top	or B	ottom				
	I-75/ I-96	Crossing Systems	Com	m/Neigh.	190.0	ocal nning	Cu	lt. Res.	Na	t. Env.	Reg	g. Mob.	Air	Quality	Const	tructability
	Area	in Area	Top	Bottom 19	Top	Bottom 19	Top 18	Bottom 19	Top	Bottom 19	Top	Bottom 19	Top 18	Bottom 19	Top	Bottom 19
Miller		3	2	1	2	1	0	3	3	0	3	0	0	3	(3)	0

Preliminary End-to-End Illustrative Alternatives

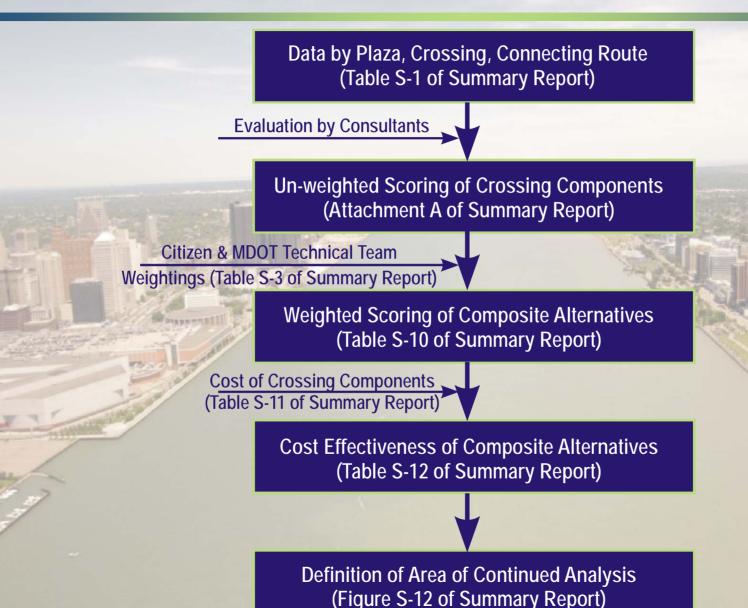


Ranking for 2 Belle Isle Area Crossing Systems

Preliminary Results Without Weights

								Number 1	Ranki	ng in Top	or B	ottom				
	Belle Isle	Crossing Systems	Comi	n/Neigh.		ocal Inning	Cu	lt. Res.	Na	t. Env.	Reg	g. Mob.	Air	Quality	Const	ructability
Mark.	Area	in Area	Top 18	Bottom	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom 19	Top 18	Bottom	Top 18	Bottom	Top 18	Bottom 19
S		2	0	(2)	0	2	0	2	2	0	0	(2)	0	2	2	0

Illustrative Alternatives Evaluation Process



Weighted Performance Evaluation Crossing Systems

(Route + Plaza + Crossing)

U.S. Side of Border

Weighted Scores													
Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/l-75	S1King/l-275	S2King/l-75	S2King/l-275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275	S4Penn/l-75	S4Eureka/l-75	S4Eureka /I-275
Citizen Weighted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33	35	30	34	17	13	28	18	14	29	25	24	31
Technical Team Weight Score	169.80	163.29	175.04	165.66	182.34	183.09	173.46	182.50	183.24	173.62	176.15	175.85	167.70
Rank	31	35	28	34	22	20	30	21	19	29	25	27	33

Weighted	Score
----------	-------

*** orginiou ocoros												
Plaza	S4	S4	S4	S5	S5	S5	S5	S5	CZ	C2	C2	C2
Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8
	94Donn/175	S4Eureka/I-75	S4Eureka/l-	S5Moran/I-75	S5Dix South/l-	S5Dix North/l-75	S5Southfield/l-	S5Southfield/l-	C2Schaefer	C2Schaefer	C2Schaefer	C2Schaefer
Alignment	34F ellip-73	34Euleka/F/3	275	SOLVIOLATIVE-4.2	75	CO-HILLION XICICO	75	94	South/I-75	South/I-94	North/I-75	North/I-94
Citizen Weighted Score	180.13	180.16	171.15	185.33	191.55	185.39	184.97	181.89	195.09	192.46	194.94	193.52
Rank	27	26	32	20	10	19	21	22	3	8	4	5
Technical Team Weight Score	176.30	176.01	167.85	185.34	190.14	185.32	184.87	181.50	201.46	199.03	201.21	199.94
Rank	24	26	32	16	15	17	18	23	3	8	4	5

Weighted Score

Troiginou Cooloo												
Plaza	C2	C2	C2	C2	C3	CC	C4	II2	II3	114	N1	N1
Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15
	C2Schaefer	C2Schaefer	C2Schaefer	C2Schaefer	C3Dearborn/I-	C3Springwells/ I-	C4Dragoon/I-	II2Lafayette/M	II3Lafayette/	II4Gateway/I-	N1St.Jean/l-	N1Conner/I-94
Alignment	South/I-75	South/I-94	North/I-75	North/I-94	75	75	75	10	M-10	75	94	NTComment-34
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61
Rank	6	11	7	9	15	12	2	16	23	1	36	37
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76
Rank	6	12	7	9	11	10	1	13	14	2	36	37

Weighted Performance Evaluation Crossing Systems

(Route + Plaza + Crossing)

U.S. Side of Border

Weighted Scores														
Pla	za S1	S1	S2 S2		S3	S	3	S3	S3	S3	S3	S4	S4	S4
Cross	ng X1S1	X1S1	X1S2	X1S2	X2S3	X29	S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignm	S1King/l-75	S1King/l-27	5 S2King/l-75	S2King/l-275	5 S3Penn/l-75	S3Eure	ka/l-75	S3Eureka/l- 275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275	S4Penn/l-75	S4Eureka/l-75	S4Eureka /l-275
Citizen Weighted Score	170.21	162.5	53 177.06	165.6	69 187.44		188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank	33		C2		CZ			C2		C2	29	25	24	31
Technical Team Weight Scor	169.80		CZ.		CZ.			CZ.		CZ .	173.62			167.70
Rank	31		X8		X8			X8		X8	29	25	27	33
			ΛO		Λ0			A0		ΛU				
Weighted Scores			2Schae	efer (C2Schaet	fer	C2S	chaefei	r C2Sc	chaefer				
Pla		S	South/L	76	South/L0	na l	Mo	Hb/I 75	Nor	North/I-94		C2	C2	
Cross	ng X3S4	X3	South/I-75		South/I-94		110	North/I-75		NOT01/1-94		X8	X8	
Alignm	s4Penn/l-75	S4Eure	195.09		192.46		194.94		4	193.52		C2Schaefer North/I-75	C2Schaefer North/I-94	
Citizen Weighted Score	180.13		2		8		4		4	5		194.94	193.52	
Rank	27			J		U			4			4	5	
Technical Team Weight Scor			20	1.46	190	9.03		201.2	1	199.94	199.03	201.21	199.94	
Rank	24		201.40		155.0		201.21		<u> </u>			4	5	
				3		8			4	5				
Weighted Scores														
Pla		C2	C2	C2	C3	C		C4	II2	II3	114	N1	N1	
Cross		Х9	X9	X9	X10	X1		X11	X14 II2	X14 II3	X12	X15	X15	
	C2Schaefer	C2Schaefe		C2Schaefer						II3Lafayette/			N1Conner/l-94	
Alignm		South/I-94	_	North/I-94	75	75		75	10	M-10	75	94		
Citizen Weighted Score	193.41	190.7		191.8			189.41	196.98	187.97		197.89	153.89	152.61	
Rank Technical Team Weight Scor	199.89		11 7 17 199.65	198.3	9 15 38 197.65		12 198.03	208.18	16 197.45	16 23 197.45 191.70		36 161.08	37 159.76	
Rank	199.09		12 7		9 11		190.03		197.43		206.92	36		
IVAIIIK			12 1		J 11		10	,	13	14	2	36	3/	

Weighted Performance Evaluation Crossing Systems

(Route + Plaza + Crossing)

U.S. Side of Border

Weighted S	C2		C2		C2		2	C3		C3		C	4	
Rank		31	35	28	34	22	20	30	21	19	29	25	27	33
	eam Weight Score	169.80	163.29	175.04	165.66	182.34	183.09	173.46	182.50	183.24	173.62	176.15	175.85	
Rank	_	33	35	30	34	17	13	28	18	14	29	25	24	31
Citizen Wei	ghted Score	170.21	162.53	177.06	165.69	187.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
	Alignment	S1King/l-75	S1King/l-275	S2King/l-75	S2King/l-275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275	S4Penn/l-75	S4Eureka/l-75	S4Eureka /I-275
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
-	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Weighted S	cores													

Weighted S	C2	C2	C2	C2	ឌ	C3	C4
	X9	X9	X9	X9	X10	X10	X11
	C2Schaefer	C2Schaefer	C2Schaefer	C2Schaefer	C3Dearborn/I-	C3Springwells/ I-	C4Dragoon/I-
Citizen Wei Rank	South/I-75	South/I-94	North/I-75	North/I-94	75	75	75
Technical To	193.41	190.78	193.26	191.84	188.69	189.41	196.98
капк	6	11	7	9	15	12	2
Weighted S	199.89	197.47	199.65	198.38	197.65	198.03	208.18
	6	12	7	9	11	10	1
	6	12	7	9	11	10	

Alignment	South/I-75	South/I-94	North/I-75	North/I-94	75	75	75	10	M-10	75	94	1410011116171-04
Citizen Weighted Score	193.41	190.78	193.26	191.84	188.69	189.41	196.98	187.97	180.34	197.89	153.89	152.61
Rank	6	11	7	9	15	12	2	16	23	1	36	37
Technical Team Weight Score	199.89	197.47	199.65	198.38	197.65	198.03	208.18	197.45	191.70	206.92	161.08	159.76
Rank	6	12	7	9	11	10	1	13	14	2	36	37

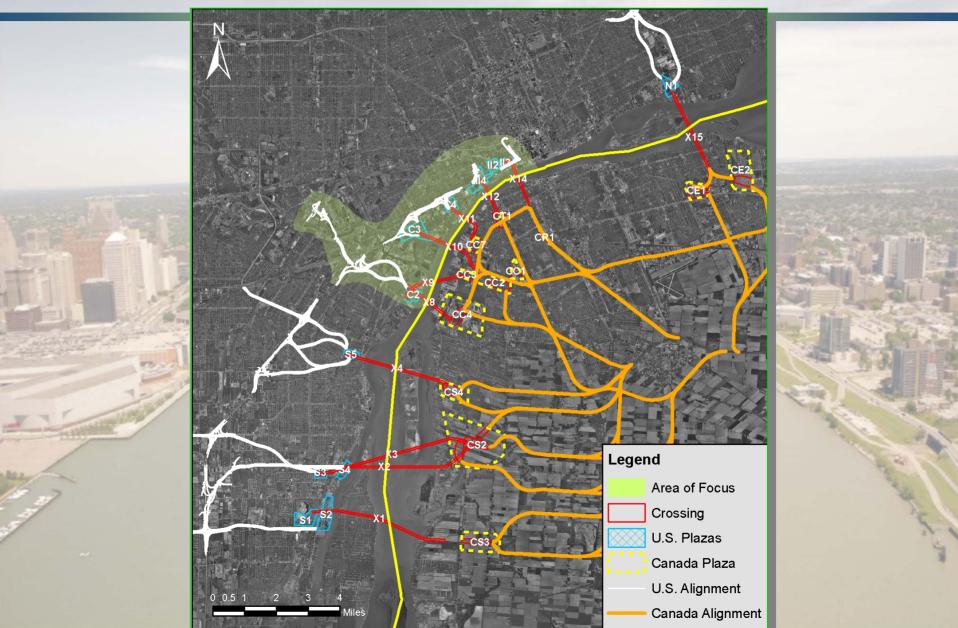
Weighted Performance Evaluation Crossing Systems

(Route + Plaza + Crossing)

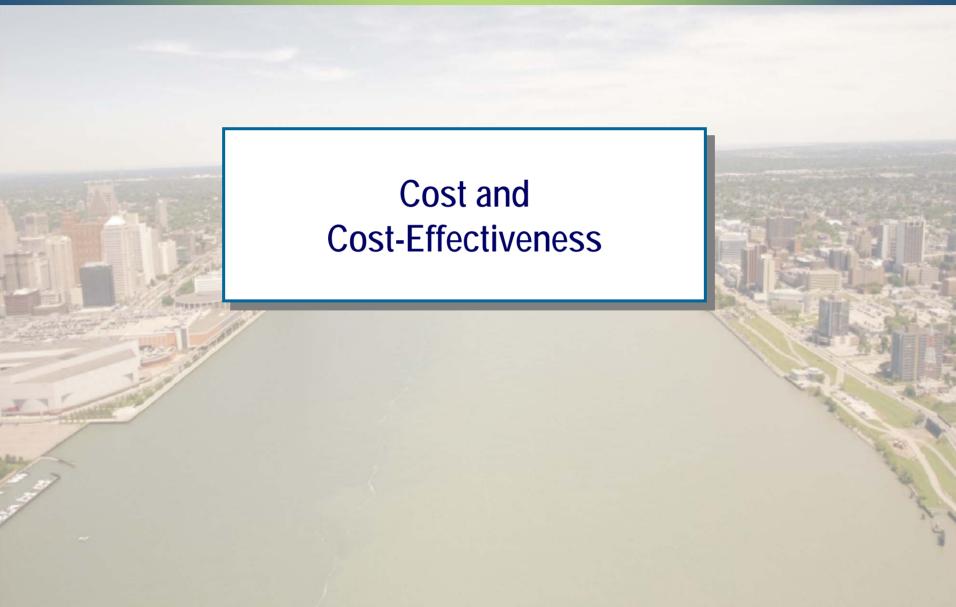
U.S. Side of Border

Weighted S	Scores															
	Plaza	S1	S1	S2		S2	S3		S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	2	X1S2	X2S3		X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/l-75	S1King/l-275	S2King/l-		S2King/l-275	S3Penn/l		S3Eureka/l-75	S3Eureka/l- 275	S3Penn/l-75	S3Eureka/l-75	S3Eureka/l- 275		S4Eureka/l-75	/I-2/5
Citizen Wei	ighted Score	170.21	162.53	17	77.06	165.69	18	87.44	188.96	178.09	187.23	188.75	177.88	180.19	180.22	171.21
Rank		33			30	34		17	13	28		14	29			31
	eam Weight Score	169.80		179	75.04	165.66	18	82.34	183.09	173.46		183.24				
Rank		31	35		28	34		22	20	30	21	19	29	25	27	33
Weighted S	Weighted Scores					II2			II3		114	<u> </u>				
	Plaza	S4	S4	S		X14 II2			X14 II3		X12	C2 X8	C2	C2	C2	
1	Crossing	X3S4	X3S4	X3			-			. 			X8	X8	X8	
	Alignment	S4Penn/l-75	S4Eureka/l-75	S4Eui 27	II2L	.afayett	te/M	II3I	Lafayette	/ II4Ga	ateway/l	_ Schaefer uth/I-75	C2Schaefer South/I-94	C2Schaefer North/1-75	C2Schaefer North/I-94	
	ighted Score	180.13				10		M-10			75		192.46	194.94	193.52	
Rank		27	26									3	8	4	5	
	eam Weight Score	176.30				18.	7.97		180.3	4	197.8		199.03	201.21	199.94	
Rank		24	26				16		2	3		3	8	4	5	
				L			10			J		4				
Weighted S						197	7.45		191.7	0	206.9					1
	Plaza	C2	C2				13		4	4		2 II3	114	N1	N1	
	Crossing	X9	X9	Х			13			4		∠ (14 II3	X12	X15	X15	
	A.1:	C2Schaefer	C2Schaefer	C2Sch									II4Gateway/I-	N1St.Jean/l-	N1Conner/l-94	
Citimon 10/ai	Alignment		South/I-94	North/I-		North/I-94	/5	00.00	/5	/5	10	M-10	75	94	450.04	
Rank	ighted Score	193.41	190.78 11	19.	33.26	191.84	T	88.69 15	189.41 12	196.98	187.97 16	180.34 23	197.89	153.89 36		
	eam Weight Score	199.89	197.47	40	99.65	198.38	- 10	97.65	198.03	208.18		191.70	206.92	161.08		
Rank	eam vveigni Score	199.89	197.47	193	75.03	198.38	13	11	198.03	200.18	197.43		200.92	36		
капк		b	12		- 7	9		11	10	1	13	14		J 55	37	

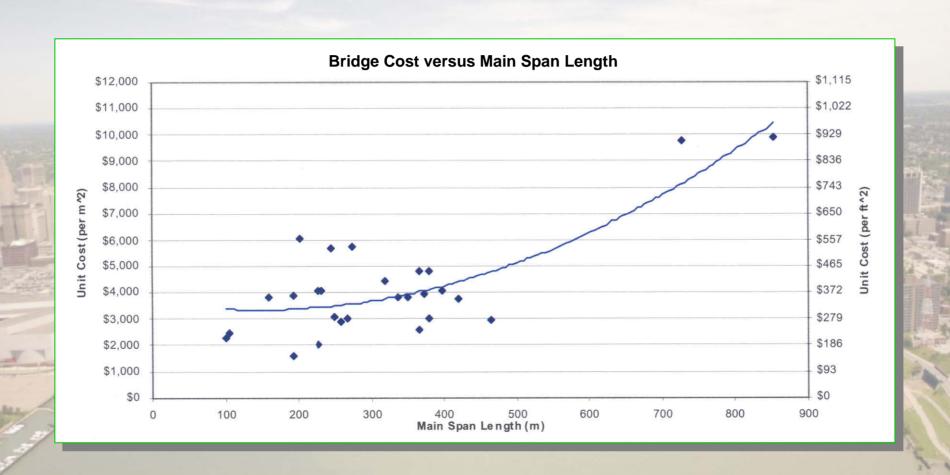
Area of Focus Based on Weighted Performance Analysis U.S. Side of Border



Detroit River International Crossing Study Preliminary Results



Detroit River International Crossing Study Bridge Cost versus Main Span Length



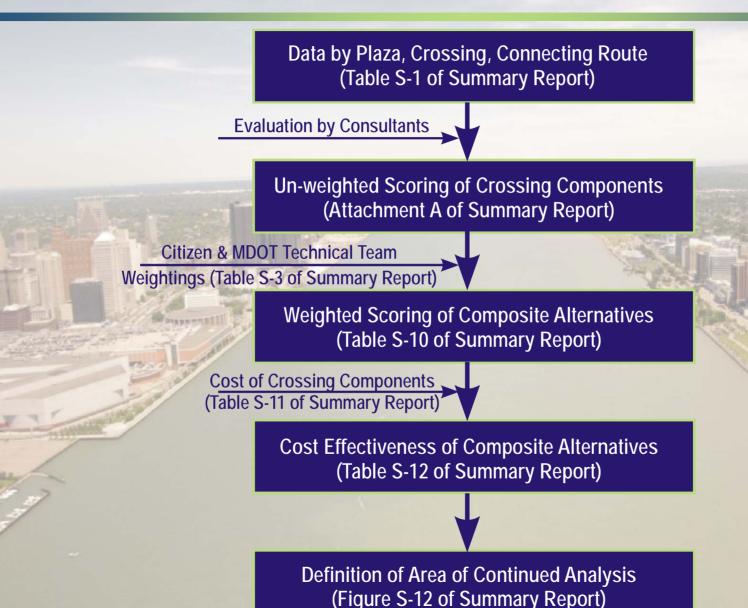
Total Estimated Cost of River Crossing System

U.S. Side of Border (millions of 2005 dollars)

Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	S1King/l-75	S1King/l- 275	S2King/l-75	S2King/l- 275	S3Penn/l-75	S3Eureka/l- 75	S3Eureka/l- 275	S3Penn/I-75	S3Eureka/l- 75	S3Eureka/l- 275	S4Penn/l-75	75	S4Eurek /I-275
Property Related	472.35	814.70	453.94	796.29	875.59	1012.66	2053.72	857.42	994.50	2035.56			
Construction Related	1069.29	1116.28	1098.93	1145.92	1064.60	1044.46	1231.01	1019.10	998.96	1185.51	1106.98		
Total	1541.64	1930.98	1552.87	1942.21	1940.18	2057.12	3284.73	1876.52	1993.46	3221.07	1983.95	2084.98	3311.5
Costs (\$1 million)													
Plaza	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2	
Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8	
Alignment	S4Penn/l-75	S4Eureka/l- 75	S4Eureka/l- 275	S5Moran/l- 75	S5Dix South/I-75	S5Dix North/l- 75	S5Southfield /I-75	S5Southfield /l-94	C2Schaefer South/I-75	C2Schaefer South/l-94	C2Schaefer North/l-75	C2Schaefer North/l-94	
Property Related	871.29	991.77	2031.83	515.03	439.32	307.07	392.51	653.50	265.04	315.63	299.98	322.25	
Construction Related	1061.48	1042.03		1103.15			1085.44	1168.52				1360.16	
Total	1932.77	2033.80		1618.18	1527.25	1392.50	1477.94	1822.02	1601.38	1659.83	1652.28	1682.42	
Costs (\$1 million)													
Plaza	C2	C2	C2	C2	C3	C3	C4	II2	II3	114	N1	N1	
Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
Alignment	C2Schaefer	C2Schaefer South/l-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/l- 75	C3Springwell s/ I-75	C4Dragoon/l- 75	II2Lafayette/ M-10	II3Lafayette/ M-10	4Gateway/l-7	N1St.Jean/l- 94	N1Conner/l- 94	
Property Related	265.04	315.63	299.98	322.25	152.07	185.11	115.57	550.24	494.31	391.61	332.29	327.42	
Construction Related	1284.34			1308.16		1270.56	733.60	1014.00	997.50	702.00	979.36		
Total	1549.38			1630.42					1491.82	1093.61	1311.65	1304.85	

Source: The Corradino Group of Michigan, Inc.

Illustrative Alternatives Evaluation Process



Cost Effectiveness Results

U.S. Crossing Systems

4	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
1	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/l-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/l- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eureka I-275
Citizen Cost Effective	eness													
Score		11.04	8.42	11.40	8.53						5.52			
Rank		22	33	21	32	25	28	35	24	26	34	29	31	37
Technical Team Cost											l			
Effectiveness Score		11.01	8.46	11.27	8.53		8.90	5.28	9.73					
Rank		22	32	21	31	25	28	35	24	26	34	29	33	37
Cost Effectiveness														
	Plaza	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2]
1	Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8	1
	Alignment	S4Penn/I-75	S4Eureka/l- 75	S4Eureka/I- 275	S5Moran/l- 75	S5Dix South/I-75	S5Dix North/I- 75	S5Southfield/l- 75	S5Southfield/l 94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
Citizen Cost Effective	eness													1
Score		9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
Rank		27	30	36	20	6	3	7	23	9	18	14		
Technical Team Cost														1
Effectiveness Score		9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
Rank		27	30	36	20	12	5	10	23	9	18	16	19]
Cost Effectiveness														
	Plaza	C2	C2	C2	C2	C3	C3	C4	II2	113	114	N1	N1	1
1	Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	1
	Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/ I-75	C3Springwells/ I-75	C4Dragoon/ I-75	II Lafayette/ M-10	II3Lafayette M-10	II4Gateway/ I-75	N1 St. Jean/I- 94	N1Conner/l- 94	
Citizen Cost Effective	eness								 					1
Score		12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70	
Rank		8	13	11	15	4	5	1	12	10	2	16	17	1
Technical Team Cost								N .	7					1
Effectiveness Score Rank		12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28		
		6	13	11	17	3	Δ	4	8	-		14	15	1

Cost Effectiveness Results

U.S. Crossing Systems

Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
Alignment	S1King/I-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/l- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/l- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eure I-275
izen Cost Effectiveness													
ore	11.04		11.40	8.53			5.42	9.98		5.52	9.08		
nk	22	33	21	32	25	28	35	24	26	34	29	31	
chnical Team Cost													
ectiveness Score	11.01	8.46	11.27	8.53		8.90	5.28	ξ	•			3	
nk	22	32	21	31	25	28	35						
st Effectiveness											1		
Plaza	S4	S4	S4	S5	S5	S5	S5	S5		04		4	
Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4		C4		N	
Alignment	S4Penn/I-75	S4Eureka/I- 75	S4Eureka/l- 275	S5Moran/l- 75	S5Dix South/I-75	S5Dix North/I- 75	S5Southfield/l- 75	S5Southfic 94	/	X11		$\langle \rangle$	
izen Cost Effectiveness									. V 🔔 .				
ore	9.32	8.86	5.25	11.45	12.54	13.31	12.52	∉S/	C4	Drage	oon/	III⊉L	
nk	27	30	36	20	6	3	7	0.544.650		200			
chnical Team Cost								_	n	1-75	5	1 1	
ectiveness Score	9.12			11.45		13.31	12.51	Ç	e i				
nk	27	30	36	20	12	5	10		 			-	
st Effectiveness													
Plaza	C2	C2	C2	C2	C3	C3	C4	II2]1	11		23.20		
Crossing		X9	X9	X9	X10	X10	X11	X14 II2	1	-	20.20		
	COCabaafaa	000-bf	000-1	C2Schaefer	COD-sales us	000	040	I afave	3		1		
Alignment	C2Schaefer South/I-75		C2Schaefer North/I-75		C3Dearborn/ I-75	C3Springwells/	C4Dragoon/		<u> </u>				
	South/i-75	South/I-94	1401(1)/1-75	North/I-94	1-75	I-75	I-75	M-10					
zen Cost Effectiveness								900000000	IX.				
ore	12.48		12.08	11.77	13.27	13.01	23.20		11	4	24.52		
nk	8	13	11	15	4	5	1	<u> </u>		-	24.52		
chnical Team Cost							1		1		1		
ectiveness Score	12.90	12.28		12.17		13.60	24.52	12 2	1				
nk	6	13	11	17	3	4							

Cost Effectiveness Results

U.S. Crossing Systems

														2.1
	Plaza	S1	S1	S2	S2 X1S2	S3	S3 X2S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2		X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Ü	S1King/l-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/l- 275	S4Penn/l- 75	S4Eureka/I- 75	S4Eureka/ I-275
	tizen Cost Effectiveness													
_	oore	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98		5.52	9.08		5.17
	ank	22	33	21	32	25	28	35	24	26	34	29	31	37
	echnical Team Cost													
	fectiveness Score	11.01	8.46	11.27	8.53	9.				9.19			8.43	5.06
Ra	ank	22	32	21	31					26	34	29	33	37
Co	ost Effectiveness													
ř	Plaza	S4	S4	S4	S5	S5		11.4		N.	C2	C2	C2	
ı	Crossing	X3S4	X3S4	X3S4	X4	X4		114		\sim	X8	X8	X8	
	0.0009	7,001						V40		N/.				
1	Alignment	S4Penn/I-75	S4Eureka/I-		S5Moran/I-	S5Dix 3	7	X12		X efer	C2Schaefer	C2Schaefer	C2Schaefer	
	g		75	275	75	South/I-7	- A			-75	South/I-94	North/I-75	North/I-94	
Ci	tizen Cost Effectiveness								أدردا	—				
Sc	core	9.32	8.86	5.25	11.45	12. [[]	∈/ II4G	atewa	v/ N1	DI . 2.18	11.60	11.80	11.50	
Ra	ank	27	30	36	20				100000	9	18	14	19	
Те	chnical Team Cost						<i>1</i>	I-75		19				
Ef	fectiveness Score	9.12	8.65	5.15	11.45	12.				2.58	11.99	12.18	11.88	
Ra	ank	27	30	36	20		11			9	18	16	19	
Co	ost Effectiveness					-80	A see		and the production					
Ť	Plaza	C2	C2	C2	C2	C3 . (19 1	18.1	10		114	N1	N1	
	Crossing	X9	X9	X9	X9	X10	T			3	X12	X15	X15	
	3,555,9						1 1 01		2					
	Alignment		C2Schaefer			C3Dearbo	*		_	ette	II4Gateway/			
	ĭ	South/I-75	South/I-94	North/I-75	North/I-94	I-75	N.				I-75	94	94	
Ci	tizen Cost Effectiveness					-50	N.	200						
So	core	12.48	11.87	12.08	11.77	13. 8	35	18.9	92 I	2.09	18.10	11.73	11.70	
Ra	ank	8	13	11	15					10	2	16	17	
Те	echnical Team Cost						71		2 /					
Ef	fectiveness Score	12.90	12.28	12.48	12.17	13.				2.85	18.92	12.28	12.24	
Ra	ank	6	13	11	17					7	2	14	15	
						_								

Cost Effectiveness Results

U.S. Crossing Systems

Ι.														
	Plaza		S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/l-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/l- 275	S3Penn/I-75	S3Eureka/l- 75	S3Eureka/I- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eureka/ I-275
	Citizen Cost Effectiveness													
	Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
	Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
	Technical Team Cost													
18	Effectiveness Score	11.01	8.46	11.27	8.53		8.90	5.28		9.19			8.43	
1	Rank	22	32	21	31	25	28	35	24	26	34	29	33	37
E														
-	Cost Effectiveness													_
1	Plaza		S4	S4	S5	S 5	S 5	S5	S5	C2	C2	C2	C2	
1	Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8	
100	Alignment	S4Penn/I-75	S4Eureka/I-	S4Eureka/I- 275	S5Moran/I- 75	S5Dix South/I-75	S5Dix North/I- 75	S5Southfield/l- 75	S5Southfield/l	-C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
			, 0	2/0	,0	Oodii ii -i o	,,,	,,,	54	Oodiin-70	Oodiin-04	TVOID III	NOITH III	
	Citizen Cost Effectiveness													
	Score	9.32	8.86	5.25	11.45	12.54		12.52					11.50	
	Rank	27	30	36	20	6	3	7	23	9	18	14	19	
	Technical Team Cost	'												
	Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96				11.88	
	Rank	27	30	36	20	12	5	10	23	9	18	16	19	
¥	Cost Effectiveness													
-	Plaza		C2	C2	C2	/ C3	C3	C4	II2	II3	114	N1	N1	
	Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
L.S.	Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn /I-75	C3Springwells / I-75	C4Dlagoon/I-	II2Lafayette/ M-10	II3Lafayette/ M-10	II4Gateway/l 75	-N1St.Jean/l- 94	N1Conner/I- 94	
5	Citizen Cost Effectiveness	<u> </u>												1
	Score	12.48	11.87	12.08	11 77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70	
	Rank	8	13	11	15	4	5	1	12	10	2	16	17	
1	Technical Team Cost													
	Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24	
	Rank	6	13	11	17	3	4	1	8	7	2	14	15	
									•					'

Cost Effectiveness Results

U.S. Crossing Systems

	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/I-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/l- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/I- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eureka/ I-275
	Citizen Cost Effectiveness													
	Score	11.04	8.42	11.40	8.53		9.19	5.42		9.47	5.52	9.08	8.64	5.17
	Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
500	Technical Team Cost													
98	Effectiveness Score	11.01	8.46	11.27	8.53		8.90	5.28		9.19	5.39	8.88		5.06
10	Rank	22	32	21	31	25	28	35	24	26	34	29	33	37
5	Cost Effectiveness													
T.	Plaza	S4	S4	S4	\$5	S 5	\$5	\$5	95	C2	C2	C2	C2	1
	Crossing	X3S4	X3S4	X3S4		200		2		X8	X8	X8	X8	
賱	9		0.45							000-1	000-1	000-1	000-1	1
See	Alignment	S4Penn/I-75	S4Eureka/I-							C2Schaefer		C2Schaefer		
	Ü		75	275		C3	C3		C4	South/I-75	South/I-94	North/I-75	North/I-94	
35	Citizen Cost Effectiveness				$-\!$				1					
	Score	9.32	8.86	5	<i>Y</i>	X10	X10)	X11	12.18	11.60	11.80	11.50	
	Rank	27	30		7		1000			9	18	14	19	
	Technical Team Cost			дef	4 C3D	earhorn	C3Spring	nwelle (C4D ago					
	Effectiveness Score	9.12	8.65		And the second second		and the second second second			12.58		12.18		
-	Rank	27	30	<u> </u>	4 ,	/I-75	/ 1-7	5	Y 5	9	18	16	19	
¥	Cost Effectiveness			- 4		LONG ASSESS	(1), Ex 25(4) (1).	· · ·						
7	Plaza	C2	C2	C2						113	114	N1	N1	1
	Crossing	X9	X9		77 	13.27		13.01	1 1	X14 II3	X12	X15	X15	
	3		000-66			10.27				UOL = f=: := # = /	11.40 -t	NIA Ob. In a st	NI4 Commont	
	Alignment	South/I-75	C2Schaefer South/I-94	North/I-	15	4		5		M-10	75	94	N1Conner/I- 94	
72		South/1-75	South/1-94	NOITH/I-	\ 					IVI-TO	75	94	94	
6	Citizen Cost Effectiveness				XI.									
	Score	12.48	11.87	1 42.	1 N	13.90		13.60		12.09	18.10	11.73	11.70	
	Rank	8	13					.0.00	/	10	2	16	17	
1	Technical Team Cost				17	3		4						
	Effectiveness Score	12.90	12.28	12			•			12.85	18.92	12.28	12.24	
	Rank	6	13							7	2	14	15	
						00000		7						

Cost Effectiveness Results

U.S. Crossing Systems

	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/l-75	\$1King/l- 275	S2King/I-75	\$2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/l- 275	S3Penn/I-75	S3Eureka/l- 75	S3Eureka/l- 275	S4Penn/l- 75	S4Eureka/I- 75	S4Eureka/ I-275
	Citizen Cost Effectiveness													
	Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
	Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
16	Technical Team Cost													
3	Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
	Rank	22	32	21	31	25	28	35	24	26	34	29	33	37
	Cost Effectiveness													
Ji.	Plaza	S4	S4	S4	S5	S 5	S5	S5 \	S5	C2	C2	C2	C2	
80	Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8	
	Alignment	S4Penn/I-75	S4Eureka/I- 75	S4Eureka/I- 275	S5Moran/l- 75	S5Dix South/I-75	S5Dix North/ I-75	S5Southfield/ I-75	S5Southfield/l 94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
	Citizen Cost Effectiveness					- 1								
签	Score	9.32	8.86	5.25	11.45	12.5	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
	Rank	27	30	36	20	d	3	7	23	9	18			
	Technical Team Cost													
	Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
	Rank	27	30	36	20	12	5	10	23	9	18	16		
	Cost Effectiveness													
	Plaza	C2	C2	C2	C2	СЗ	C3	C4	II2	II3	114	N1	N1	
	Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
AL P	Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/ I-75	C3Springwells/ I-75	C4Dragoon/I- 75	II2Lafayette/ M-10	II3Lafayette/ M-10	II4Gateway/l 75	N1St.Jean/l- 94	N1Conner/I- 94	
	Citizen Cost Effectiveness													
	Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70	
S	Rank	8	13	11	15	4	5	1	12	10	2	16	17	
6	Technical Team Cost													
	Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92		12.24	
	Rank	6	13	11	17	3	4	1	8	7	2	14	15	

Cost Effectiveness Results

U.S. Crossing Systems

Plan	-1 04	04	00 1	00	00 1	00	00	00		00	00	0.4	0.4	0.4
Plazi Crossine		S1 X1S1	S2 X1S2	S2 X1S2	S3 X2S3	S3 X2S3	S3 X2S3	S3 X3S3		S3 X3S3	S3 X3S3	S4 X2S4	S4 X2S4	S4 X2S4
· ·		C4I/ina/I		S2King/l-			S3Eureka/I-			S3Eureka/I-	S3Eureka/l-	S4Penn/I-		S4Eureka/
Alignmer	t S1King/I-75	275	S2King/I-75	275	S3Penn/I-75	S3Eureka/I-75	275	S3Penn/l	-75	75	275	75	75	1-275
Citizen Cost Effectiveness														
Score	11.04		11.∠						98	9.47		9.08	8.64	5.17
Rank	22	33	2						24	26	34	29	31	37
Technical Team Cost								1						
Effectiveness Score	11.01	8.46			S5		S5 \		73	9.19		8.88	8.43	5.06
Rank	22	32	2		X4		X4		24	26	34	29	33	37
Cost Effectiveness			_	₩	Λ4	-	A4	\						
Plaz	s4	S4	S4	Voces:			-41-42 - 1 - I ($-\lambda_{-}$		C2	C2	C2	C2	
Crossino		X3S4	X3S4	2501	x North	55501	uthfield/	5300		X8	X8	X8	X8	
		0.45		/	I-75		I-75	1 1	-1.0	000-1	000-6	000-6	OOO-basefar	
Alignmer	t S4Penn/I-75	S4Eureka/I-		71	1-75	8	1-75		a/I·	C2Schaefer South/I-75		C2Schaefer North/I-75	C2Schaefer	
		75	275			_		-		South/I-75	South/I-94	North/1-75	North/I-94	
Citizen Cost Effectiveness				4										
Score	9.32			ıl	13.3	14	12.52		98	12.18		11.80	11.50	
Rank	27	30	34	!	15.5	01	12.52		23	9	18	14	19	
Technical Team Cost			l			3	7							
Effectiveness Score	9.12	8.65		Ч ——		_	•		96	12.58		12.18	11.88	
Rank	27	30	3	Y					23	9	18	16	19	
Cost Effectiveness			15	: 1	13.3	81	12.51	/						
Plaz	C2	C2	C2					/		II3	114	N1	N1	
Crossing	X9	X9	X9 2	21		5	10	<i>y</i>		X14 II3	X12	X15	X15	
	Casobaofor	C2Schaefer	C2Schaefe					e)	~/	II3L afavotto/	II4Gateway/I	N1St Joan/I	N1Coppor/L	
Alignmer	South/I-75	South/I-94	North/I-75						5/	M-10	75	94	94	
	30dti//i-73	300011/1-34	14011111-73							191-10	7.5	34	34	
Citizen Cost Effectiveness														
Score	12.48		12.60		C2		_4		02	12.09		11.73	11.70	
Rank Taskrias I Taskri Cast	8	13	11	15	4	5	1		12	10	2	16	17	
Technical Team Cost Effectiveness Score	12.90	10.00	10.40	40.47	12.00	12.00	24.50		2 60	40.05	10.00	40.00	40.04	
Rank	12.90	12.28 13		12.17 17		13.60	24.52	12	2.62	12.85	18.92 2	12.28 14	12.24 15	
Rank	ь	13	11	17	3	4	1		0	/		14	15	

Cost Effectiveness Results

U.S. Crossing Systems

ı	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Ŭ	S1King/l-75	\$1King/l- 275	S2King/I-75	\$2King/l- 275		S3Eureka/I-75	S3Eureka/I- 275	S3Penn/I-75		S3Eureka/I- 275	S4Penn/I- 75	S4Eureka/I- 75	
	Citizen Cost Effectiveness Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	5.17
	Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
Š	Technical Team Cost Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90	5.28	9.73	9.19	5.39	8.88	8.43	5.06
7	Rank	22	32		31	25					34		33	
	Cost Effectiveness													1
13	Plaza		S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2	
	Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8	
	Alignment	S4Penn/I-75	S4Eureka/I- 75	S4Eureka/I- 275	S5Moran/l- 75	S5Dix South/I-75	S5Dix North/I- 75	S5Southfield/l- 75	S5Southfield/I 94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
	Citizen Cost Effectiveness													1
	Score	9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
	Rank	27	30	36	20	6	3	7	1/3	9	18	14	19	1
	Technical Team Cost								\		7			1
	Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
	Rank	27	30	36	20	12	5	10	23	9	18	16	19]
J	Cost Effectiveness													
-	Plaza		C2	C2	C2	C3	C3	C4	II2	II3	114	N1	N1]
	Crossing	Х9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
la.	Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/ I-75	C3Springwells/ I-75	C4Dragoon/I- 75	II2Lafayette/ M-10	II3Lafayette/ M-10	II4Gateway/I 75	-N1St.Jean/l- 94	N1Conner/I- 94	
ĺ	Citizen Cost Effectiveness Score	12.48	11.87	12.08	11.77	13.27	13.01	23.20	12.02	12.09	18.10	11.73	11.70	
15	Rank	8	13	11	15	4	5	1	12	10	2	16	17	
-	Technical Team Cost Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24	
	Rank	6	13		17	3		1	8		2		15	1

Cost Effectiveness Results

U.S. Crossing Systems

	Plaza	S1	S1	S2	S2	S3	S3	S3		S3 S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S		X3S3 X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/I-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Fure	ka/l	- S3Eureka/ - S	35Eureka/I-	S4Penn/I- 75	S4Eureka/I- 75	S4Eureka/ I-275
	Citizen Cost Effectiveness													
	Score	11.04	8.42	11.40		9.66	9.19		_	$\overline{}$		9.08	8.64	5.17
	Rank	22	33	21	32	25	28	—3Z∂	ы	C2		29	31	37
S	Technical Team Cost							220	괴	<u> </u>				
	Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90		[VO.		8.88	8.43	5.06
3	Rank	22	32	21	31	25	28	_ing	וב	X9		29	33	37
	Cost Effectiveness								Ά		\vdash	1		
	Plaza	S4	S4	S4	S5	S5	S5	_	"	Caschaofor	\triangle	C2	C2	
	Crossing	X3S4	X3S4	X3S4	X4	X4	5.7.7		1	C2Schaefer	C2S	X8	X8	
ij1	Ĭ		S4Eureka/I-	S4Eureka/I-	S5Moran/I-	S5Dix	S5Dix North/I-	<u></u> er	IL	04-0 75	~ 1 .	2Schaefer	C2Schaefer	
ĺ	Alignment	S4Penn/I-75	75	275	75	South/I-75	75	330	1	South/I-75	Sou	lorth/I-75	North/I-94	
3	Citizen Cost Effectiveness							- 1	_		1			
Ę	Score	9.32	8.86	5.25	11.45	12.54	13.31		7			11.80	11.50	
É	Rank	27	30	36	20	12.04	3	- 1	ı			14	19	
	Technical Team Cost	21		- 00	20	Ů	Ŭ	_					10	
	Effectiveness Score	9.12	8.65	5.15	11.45	12.45	13.31	- 1	1	12.48		12.18	11.88	
	Rank	27	30		20	12	5		4		-	16	19	
7	Cost Effectiveness							_ \		8	l <i>1</i>			
	Plaza	C2	C2	C2	C2	C3	C3	_	П			N1	N1	
	Crossing	X9	X9	X9	X9	X10	X10	- 8	۱			X15	X15	
	3,0009		1					-	¥					
	Alignment		C2Schaefer	C2Schaefer	C2Schaefer	C3Dearborn/	C3Springwells/	C4	7	12.90			N1Conner/I-	
	,g ,	South/I-75	South/I-94	North/I-75	North/I-94	I-75	I-75		4	12.00	_	94	94	
4	Citizen Cost Effectiveness									6				
	Score	12.48	11.87	12.08	11.77	13.27	13.01			•		11.73	11.70	
3	Rank	8	13	11	15	4	5				9/	16	17	
6	Technical Team Cost													
	Effectiveness Score	12.90	12.28	12.48	12.17	13.90	13.60					12.28	12.24	
	Rank	6	13	11	17	3	4			1 8 7	2	14	15	
										•				

Cost Effectiveness Results

U.S. Crossing Systems

r	Plaz	za S	1 S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossir			X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
		nt S1King	CdVina/	S2King/I-75	S2King/l-	S3Penn/I-75		S3Eureka/I- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/l- 275	S4Penn/l- 75		S4Eureka/ I-275
ı	Citizen Cost Effectiveness													
_	Score					9.66	9.19		9.98	9.47	5.52	9.08	8.64	5.17
	Rank					25	28	35	24	26	34	29	31	37
	Technical Team Cost			V										
	Effectiveness Score		/ C:	2		9.40	8.90	5.28 35	9.73	9.19 26	5.39	8.88	8.43 33	5.06
	Rank				\	25	28	30	24	26	34	29	33	37
	Cost Effectiveness		X	8	1									
	Pla					S5	S5	S5	S5 X4	C2	C2	C2	C2 X8	
	Cross	-1-41	000-L		A 0	X4	X4	X4	X4	Х8	X8	X8	7.8	
Z,	Alignm	SICALI	C2Sch	aerer	C ₄ S		S5Dix North/I-	S5Southfield/I-				C2Schaefer	C2Schaefer	
	Alighini	- 1				South/I-75	75	75	94	South/I-75	South/I-94	North/I-75	North/I-94	
	Citizen Cost Effectiveness	- 1	South	I/I-75 I	Sou						- 			
1000	Score				1970	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
	Rank	_			-	6	3	7	2/3	9	18	14	19	
	Technical Team Cost								\ \					
	Effectiveness Score	1			8	12.45	13.31	12.51	9.96	12.58	11.99	12.18	11.88	
	Rank	9.98		12.18		12	5	10	23	9	18	16	19	
3	Cost Effectiveness	7.40		12.10										
	Cost Ellectiveriess Pla	13		9		C3	C3	C4	II2	II3	114	N1	N1	
	Cross_	40		9	- 1	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15	
	0,000													
lo.	Alignm	1				C3Dearborn/ I-75	C3Springwells/ I-75	C4Dragoon/I- 75	II2Lafayette/ M-10	M-10	114Gateway/II 75	N1St.Jean/I- 94	N1Conner/I- 94	
11		SO.		40 50	1	1-70	1-70	70	IVI-TO	IVI- TO	70	94	94	
		9.96		12.58										
	Score	-0.0	\		/	13.27	13.01	23.20	12.02		18.10	11.73	11.70	
0.00	Rank	23		9	7	4	5	1	12	10	2	16	17	
	Technical Team Cost Effectiveness Score		_			13.90	13.60	24.52	12.62	12.85	18.92	12.28	12.24	
	Rank					13.90	13.00	24.52	12.02	12.65	10.92	12.20	12.24	
	T VOLIN		_			- U	-	'		,		17	10	

Cost Effectiveness Results

U.S. Crossing Systems

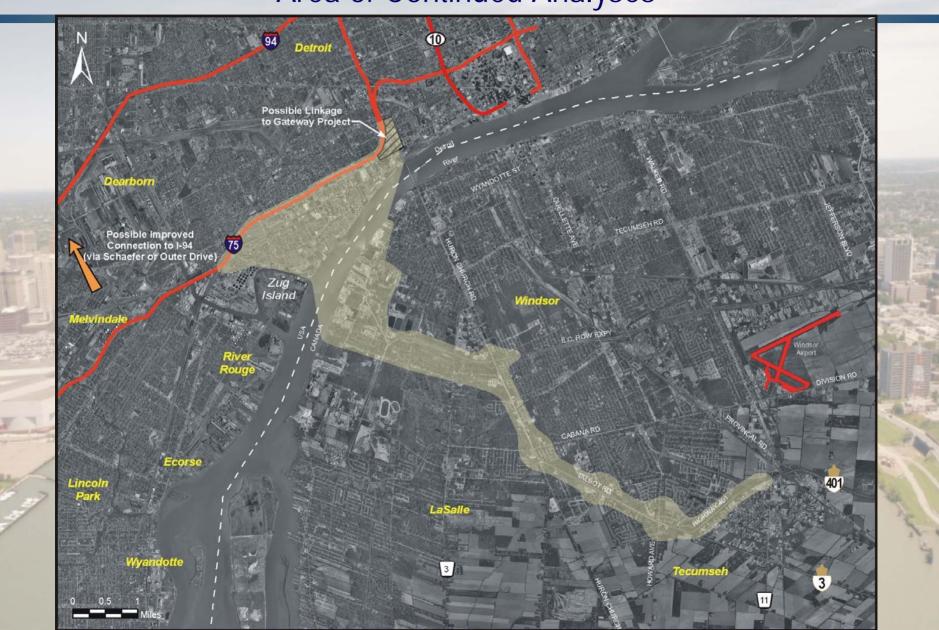
	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S
	Alignment	S1King/l-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/I- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eure I-27
Citizen Co	ost Effectiveness													
Score		11.04	8.42	11.40	8.53			5.42			5.52		8.64	5
Rank		22	33	21	32	25	28	35	24	26	34	29	31	
	Team Cost													
	ess Score	11.01	8.46		8.53		8.90	5.28					8.43	
Rank		22	32	21	31	25	28	35	24	26	34	29	33	
Cost Effec	ctiveness													
	Plaza	S4	S4	S4	S5	S5	S5	S5	S5	C2	C2	C2	C2]
	Crossing	X3S4	X3S4	X3S4	X4	X4	X4	X4	X4	X8	X8	X8	X8]
	Alignment	S4Penn/I-75	S4Eureka/I- 75	S4Eureka/I- 275	S5Moran/I- 75	S5Dix South/I-75	S5Dix North/I- 75	S5Southfield/l- 75	S5Southfield/l 94	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	
Citizen Co	ost Effectiveness													1
Score		9.32	8.86	5.25	11.45	12.54	13.31	12.52	9.98	12.18	11.60	11.80	11.50	
Rank		27	30		20	6	3	7	23	9	18	14	19	1
Technical	Team Cost													1
Effectiven	ess Score	9.12	8.65		11.45	12.45	13.31	12.51	9.96	12.58			11.88	
Rank		27	30	36	20	12	5	10	23	9	18	16	19]
Cost Effec	ctiveness													
	Plaza	C2	C2	C2	C2	C3	C3	C4	II2	II3	114	N1	N1]
	Crossing	X9	X9	X9	X9	X10	X10	X11	X14 II2	X14 II3	X12	X15	X15]
	Alignment	C2Schaefer South/I-75	C2Schaefer South/I-94	C2Schaefer North/I-75	C2Schaefer North/I-94	C3Dearborn/ I-75	C3Springwells/ I-75	C4Dragoon/- 75	II2Lafayette/ M-10	II3Lafayette /M-10	II40 ateway/I 75	-N1St.Jean/l- 94	N1Conner/l- 94	
Citizen Co	ost Effectiveness													1
Score		12.48	11.87	12.08	11.77		13.01	23 20	12.02	12.09			11.70	
Rank		8	13	11	15	4	5	1	12	10	2	16	17]
	Team Cost							\			/			
	ess Score	12.90	12.28		12.17		13.60	24.52	12.62	12.85	18.92		12.24	
Rank		6	13	11	17	1 3	4	1	8	7	2	14	15	I

Cost Effectiveness Results

U.S. Crossing Systems

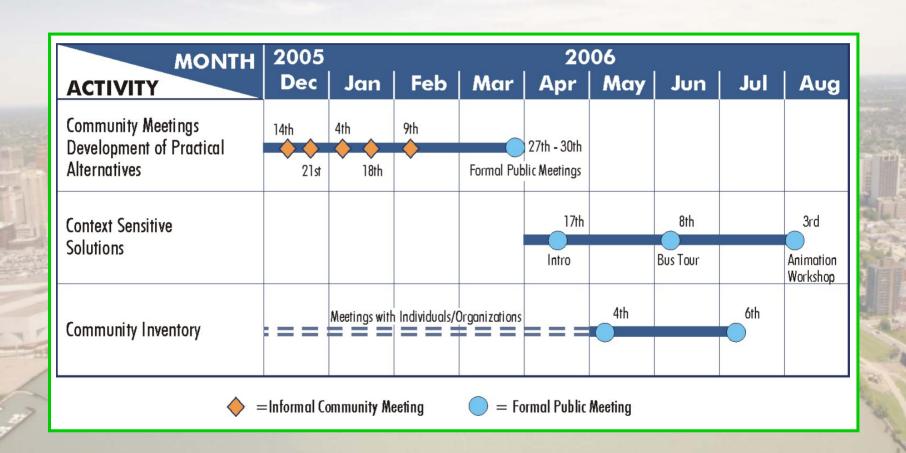
	Plaza	S1	S1	S2	S2	S3	S3	S3	S3	S3	S3	S4	S4	S4
	Crossing	X1S1	X1S1	X1S2	X1S2	X2S3	X2S3	X2S3	X3S3	X3S3	X3S3	X2S4	X2S4	X2S4
	Alignment	S1King/l-75	S1King/l- 275	S2King/I-75	S2King/l- 275	S3Penn/I-75	S3Eureka/I-75	S3Eureka/I- 275	S3Penn/I-75	S3Eureka/I- 75	S3Eureka/I- 275	S4Penn/I- 75	S4Eureka/I- 75	S4Eureka/ I-275
	Citizen Cost Effectiveness													
	Score	11.04	8.42	11.40	8.53	9.66	9.19	5.42	9.98	9.47	5.52	9.08	8.64	
	Rank	22	33	21	32	25	28	35	24	26	34	29	31	37
延	Technical Team Cost													
17	Effectiveness Score	11.01	8.46	11.27	8.53	9.40	8.90		9.73		5.39	8.88	8.43	
	Rank	22	32	21	31	25	28	35	24	26	34	29	33	37
	Cost Effectiveness													
	Plaza	S4	S4	S4	S5	S5							C2	1
	Crossing	X3S4	X3S4	X3S4	X4	X4							X8	1
駠	l		S4Eureka/l-	0.45	S5Moran/l-	S5Dix	S5Dix					-6	C2Schaefer	1
額	Alignment	S4Penn/I-75	75	275	75	South/I-75	S5DI)	II2		113		4 ^{efer}	North/I-94	
飓	-		75	2/5	75	South/i-75			10				North/1-94	
	Citizen Cost Effectiveness							X14 I	12	X14 II3		X1:		
	Score	9.32		5.25	11.45	12.54						.80		
	Rank	27	30	36	20	6	—>n/ / -	II2Lafay	otto/ III	21 ofave	HO HA	ato 14	19	
	Technical Team Cost						711/4-	IIZLaray	ette/ III	SLaraye	1140	Pare		
	Effectiveness Score	9.12	8.65	5.15	11.45	12.45		M-10	0	/M-10		75 2.18		
	Rank	27	30	36	20	12	#		•	/111		16	19	
Cost Effectiveness												1		
	Plaza	C2	C2	C2	C2	C3							N1	
	Crossing	X9	X9	X9	X9	X10	3[20]		12.02	12	.09		X15	
		C2Schaefer	C2Schaefer	C2Schaefer	C2Schaefer	C3Dearborn/	C3Sp 1		40		40	an/L	N1Conner/l-	
ķά.	Alignment	South/I-75	South/I-94	North/I-75	North/I-94	I-75	Сээр		12		10	and a	94	
1		Oddi iii 70	00dti//-04	110111111111111111111111111111111111111	140111111-04	1-70						/	04	
	Citizen Cost Effectiveness						\				_ 1			
	Score	12.48	11.87	12.08	11.77	13.27	 4.5 ≥		12.62	12	.85	.73		
	Rank	8	13	11	15	4	1.02			1 44		16	17	
6	Technical Team Cost	40.00	40.00	40.40	40.47	40.00	1		8		7/			
	Effectiveness Score	12.90	12.28	12.48	12.17	13.90		_				2.28	12.24	
	Rank	6	13	11	17	3						14	15	I.
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Area of Continued Analyses



The Detroit River International Crossing **Next Steps**

Proposed Community Involvement Schedule



The Detroit River International Crossing





Draft Summary

The Detroit River International Crossing Study

Evaluation of Illustrative Alternatives on U.S. Side of the Border